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GEOGRAPHICAL PUBLICATIONS (Reviews and Titles of Books, Papers, and Maps)

For key to classification see "Explanatory Note" in Vol. II, pp. 77-81

NORTH AMERICA

UNITED STATES

General

MACGILL, C. E., AND A STAFF OF COLLABORATORS. *History of transportation in the United States before 1860.* Prepared under the direction of B. H. Meyer. xi and 678 pp.; maps, bibliogr., index. *Carnegie Inst. Publ. No. 215 C.* Washington, D. C., 1917. \$6.00.

This bulky volume is the third contribution to American economic history by the Department of Economics and Sociology of the Carnegie Institution of Washington. As a basis for this comprehensive work special studies, of which a list is included in the preface, were made by a number of collaborators for a period of about ten years. Some of these studies already have been published, while others are still in manuscript in the hands of the Carnegie Institution. The task of Miss MacGill was to weave all of the various basic studies into a whole, filling in the gaps here and there, as found necessary, by her individual research. The present volume in conjunction with the various basic studies, when all are published, will constitute a fairly complete history of transportation in the United States from the earliest times down to the period of the Civil War.

The book contains seventeen chapters, the last seven of which, filling approximately one half of the volume, are concerned primarily with a discussion of the development of railways. Both the evolutionary and the sectional viewpoints of the growth of the country's transportation systems are kept in mind, so that the earlier chapters treat of early trails, roads, and natural waterways; tolls and transportation charges on early roads and canals; traffic by rivers; trails and roads in the trans-Appalachian region; early land routes in Ohio; waterways in New England; canals and water routes in New York; canals and waterways in Pennsylvania; roads, canals, and waterways in the South; transportation in the Middle West before the railroad era; and plank roads.

The reader of this volume will probably be somewhat disappointed that, at times, a great many details have been included which are of little more than local interest and that the broader general aspects of transportation development have not been more prominently set forth. As remarked by Dr. Meyer, however, the volume "must be viewed as a contribution rather than as a completed study. It seemed much better to utilize as far as possible all of the material which the various collaborators had brought together than to restrict the volume to only such material as would be required in producing a thoroughly systematic, unified, and closely knit book." From this point of view Miss MacGill has, on the whole, done an excellent piece of work. The material has been well marshaled, the underlying influences have been placed in the foreground, and prominence has been given to many of the relatively important questions in transportation development.

To those interested in the influence of geographical factors in history it is gratifying to note that certain geographical factors have not been overlooked as having played a prominent part in the development of the various means of transportation. For example, the first paragraph of the first chapter emphasizes the importance of the physical environment by discussing the Appalachian barrier as follows: "The physiography of that part of the United States which was in process of settlement in the country's early decades was an important factor in determining the geographical distribution of the increasing population. The first settlements had been made in the narrow strip of land lying between the Appalachian Mountains and the Atlantic Ocean. In the earlier periods these settlements were necessarily isolated from each other, and they were compelled by the mountain wall to expand within the coastal region rather than into the interior. A few trails led into the back country, but almost throughout its entire length the mountain barrier was so difficult to overcome that when small settlements were finally established across the Alleghenies any sort of communication with the

older colonies was infrequent and irregular. The development of these trans-Appalachian settlements was conditioned upon the development of ways and means of transportation. They needed the markets and the products of the East for the development of any economy except one of an essentially primitive and simple character. From 1750 to 1800, however, their isolation was scarcely broken, and their interests seem to have been local, or at least to have been little regarded by the more populous communities of the East. The early history of transportation, in its national aspects, is largely occupied with an account of efforts, originating sometimes in the East and sometimes in the West, to break through this mountain barrier and establish regular routes of travel connecting the Ohio and Mississippi Valleys with the Atlantic seaboard" (p. 3).

In various other connections the importance of geographical factors is emphasized, as, for example, in discussing the development of canals and water routes in New York state and in Pennsylvania, and in considering the development of roads, canals, waterways, and railways in the South. With reference to the latter it is stated: "As it came to be developed in the South at large, the transportation system was a composite of land and water ways, supplementing one another with more or less efficiency for a common end. There was, first, the ocean highway, with reference to which it may be noted that the resort to ocean steamships after about 1820 freed the traffic from dependence upon currents of wind and water and enabled mariners to use the shortest transatlantic route, thereby building up the Northern ports at the expense of those of the South. Closely akin was the navigation of rivers and sounds, and so-called rivers, such as the Potomac and the James in their lower courses, and the bayous of Louisiana, in which there was an appreciable current. . . . Even in the Piedmont country the rivers could be used in flood season to transport small boats with light cargoes, but could hardly be used at all for the upward journey. The introduction of steamboats provided means for upward navigation as far as the fall-line, but they affected the river problem within the Piedmont very little" (p. 415).

The book contains a full classified bibliography of forty pages. There are maps showing the navigable rivers of the United States, the canals, and the railroads in operation in 1840, 1850, and 1860.

AVARD L. BISHOP

GILBERT, C. G., AND J. E. POGUE. *The energy resources of the United States: A field for reconstruction.* x and 165 pp.; maps, diagrs., ills. *U. S. Natl. Museum Bull.* 102, Vol. 1. Smithsonian Inst., Washington, D. C., 1919.

MEINZER, O. E. *Bibliography and index of the publications of the United States Geological Survey relating to ground water.* 169 pp.; map. *U. S. Geol. Survey Water-Supply Paper 427.* Washington, D. C., 1918.

PORTER, J. G. *All-American time: A scientific time system for the United States.* 7 pp.; map. *Univ. of Cincinnati [Publs.], Ser. 4, Vol. 1, 1918.*

SHAW, E. W. *Ages of peneplains of the Appalachian province.* *Bull. Geol. Soc. of Amer.*, Vol. 29, 1918, No. 3, pp. 575-586.

SMITH, GEORGE O. *A century of Government geological surveys.* *Amer. Journ. of Sci.*, No. 271, Ser. 4, Vol. 46, 1918, July, pp. 171-192. New Haven.

SMITH, MIDDLETON, O. E. BAKER, AND R. G. HAINSWORTH. *A graphic summary of American agriculture.* Maps, diagrs. *Yearbook of Dept. of Agric. for 1915*, pp. 329-403. Washington, D. C., 1916. [See the reference in the May, 1919, *Review*, p. 345.]

— U. S. Geographic Board, *Decisions of the, July, 1916-July, 1918.* 34 pp. Washington, D. C., 1919.

— U. S. Geographic Board, *Decisions of the.* 7 pp. Washington, D. C., 1919. [Including decisions of the Philippine Committee on Geographical Names, approved by the U. S. Geographic Board, Dec. 4, 1918.]

WARD, R. DEC. *The larger relations of climate and crops in the United States.* Map, bibliogr. *Quart. Journ. Royal Meteorol. Soc.*, No. 189, Vol. 45, 1919, pp. 1-19 (discussion, p. 19). London. [See the note in the May, 1919, *Review*, p. 345.]

North Atlantic States

CHAMBERLAIN, ALLEN. *Vacation tramps in New England highlands.* 164 pp.; maps, ills. Houghton, Mifflin & Co., Boston and New York, 1919. \$1.25. 7 x 4½.

Here is an altogether charming account of walks over that most primitive of highways, as well as most poetic, the trail. Mr. Chamberlain takes his readers through the White Mountains of New Hampshire, the Green Mountains of Vermont,

and the regions about Mt. Katahdin in Maine. The volume is in no sense a guidebook, although it serves that purpose admirably. Its appeal is quite as much to the stay-at-homes in quest of delightful and stimulating accounts of the high spots in our country. Mr. Chamberlain has a good deal of Thoreau's taste for tramping as well as a good deal of his art in communicating to others the joys of the wilderness trails.

After preliminary chapters dealing with the scenic worth of the New England highland and the pedestrian's kit, the author describes with rare fascination a summer sauntering afoot through the White Mountains, a journey from Johnson over the Sterling Mountains to Mt. Mansfield and the Couching Lion, a tramp along the Green Mountain Club's Long Trail from the Lincoln-Warren Pass over the Lincoln, Stark, and Burnt Mountain ranges, an autumn tour through the mountains of southern Vermont, midwinter trips to the roof of New England and the Mt. Washington region, and a summer camping tour to the little-known Katahdin country in Maine. Students of American geography, as well as all lovers of out-of-door life, will find much to interest them in Mr. Chamberlain's significant little volume.

WILL S. MONROE

BIDWELL, P. W. **Rural economy in New England at the beginning of the nineteenth century.** Map, bibliogr. *Trans. Connecticut Acad. of Arts and Sci.*, Vol. 20, 1916, pp. 241-399. New Haven.

HARPER, R. M. **A sketch of the forest geography of New Jersey.** Map, illus. *Bull. Geogr. Soc. of Philadelphia*, Vol. 16, 1918, No. 4, pp. 107-125. [Valuable account, based on personal knowledge and on thorough familiarity with the available phytogeographical literature. The state is divided into nine natural regions, shown on a map, viz: Kittatinny Mountain, Kittatinny Valley, the Highlands, the Triassic Region, the Greensand Marl Belt, the Pine Barrens, the Cohansey Region, the Cape May Region, and the Coast Strip. The forest geography of each region is briefly characterized, a "quantitative analysis," in the author's customary manner, being given of the predominant trees in each region, also the percentage of forested area, based mainly on Vermeule in the 1899 forest report of the State Geological Survey. The relation of forest growth to soils receives the attention it deserves, in which connection it is of interest to note that the author believes that "the existing differences between the vegetation of the Pine Barrens and that of the surrounding country are so obviously correlated with present soil conditions that it seems quite unnecessary to invoke" a Pensauken submergence "to explain them."]

MUNRO, W. H. **Tales of an old sea port.** 292 pp.; illus., index. Princeton University Press, Princeton, 1917. \$1.50. 8½ x 6. [Chiefly personal narratives of voyages made by sailors from Bristol, R. I. They include the voyage of the *Juno* by Captain John De Wolf, "A Voyage to the North Pacific and a Journey through Siberia more than half a century ago," printed in Cambridge, 1861.]

— **New Jersey, State of: Census of 1915.** 98 pp. Dept. of State, Trenton, N. J., 1916.

— **New York, State of: State Commissioner of Highways, Report of the, [for 1915.]** 939 pp.; maps, illus., index. J. B. Lyon Co., Albany, 1916. [Chiefly statistical in character, with some good photographic illustrations. Of geographical interest is the section on maps, page 19, in which we learn that the Department of Highways has been preparing a map of the state which will show completed state and county highways and also the true condition of those under contract. The map is being prepared in such a way that it can be added to as contracts are finished. Pending the completion of this fundamental map, two simpler maps on the scale of 1:570,000 have been issued, copies of which accompany the present report. The first shows the legal status of the state and county highways, the second, the physical condition of state, county, and town roads and the location of points of historical interest along them.]

— **New York, The greater port of.** Ills. *Dun's Rev.: Internat. Edit.*, Vol. 29, 1917, No. 2, pp. 36-38 and 49.

— **New York Central Railroad, The, 1831-1915.** 31 pp.; illus. New York Central Railroad, [New York], 1916. 8 x 5½.

— **New York's multitudes, Moving.** Ills. *Dun's Rev.: Internat. Edit.*, Vol. 27, 1916, No. 2, pp. 35-38. [Gives Police Department figures for street traffic of New York City. The four busiest points, with the traffic in a ten-hour day, are: western end of Brooklyn Bridge, 300,000 pedestrians and 7,000 vehicles; Broadway and Fulton Street, 233,000 pedestrians and 10,300 vehicles; Fifth Avenue and 34th Street, 140,000 pedestrians and 14,300 vehicles; Fifth Avenue and 42nd Street, 114,000 pedestrians and 18,800 vehicles. See also section and diagrams on traffic in E. P. Goodrich's article in the September, 1916, *Review* (Vol. 2, pp. 201-204).]

— Pennsylvania, Descriptive review showing development of the state of; containing in addition newly engraved maps of every state in the United States, and detail maps of every county, state, and kingdom, together with a complete locating index to all cities, towns, villages, and post offices in the United States, giving populations to every incorporated city and village therein. 374 pp.; maps (107 pp.), ills. George F. Cram Co., Chicago and New York, 1917. 15 x 12. [A gazetteer of counties, cities, boroughs, and villages.]

PERKINS, G. H. The physiography of Vermont. *Science*, No. 1256, Vol. 49, (N. S.), 1919, January 24, pp. 77-81.

SAUER, C. O. The role of Niagara Falls in history. Map, ills. *Hist. Outlook*, Vol. 10, 1919, No. 2, pp. 57-65. Philadelphia. [Abstracted in the *Journ. of Geogr.*, April, 1919, pp. 158-159.]

— United States coast pilot: Atlantic coast, Section B, Cape Cod to Sandy Hook. 326 pp.; maps, index. *U. S. Coast and Geodetic Survey Serial No. 91*. Washington, D. C., 1918.

— White Mountains and adjacent regions, Guide to paths in the (revised 1917). xi and 424 pp.; maps, index. Appalachian Mountain Club, Boston, Mass. 6 x 3½. [The standard mountaineering guide of this region. There are 8 sectional contour maps on the scale of 1:160,000, reproduced in heliotype, bound in the book; 4 text maps, including two showing Mt. Monadnock and Mt. Katahdin; and 2 folded maps in a pocket, one of the Mt. Washington Range, 1:62,500, contour interval 100 feet (heliotype), and the other of the northern peaks of the range, 1:40,000, contour interval 100 feet (lithograph; contours in brown, drainage in blue, rest in black).]

— Long Island Sound, North Shore of, Milford to Stratford, including Housatonic River, Connecticut. 1:20,000. U. S. Coast and Geodetic Survey Chart No. 219. Washington, D. C., Feb., 1919.

— Bangor and Brewer, Maine, A survey of. Based on records and plans in the City Engineer's Office. [1 inch to 800 feet, or 1:9,600.] The National Survey Co., Portland, Me., 1914.

— [New England states and New York, Maps of.] (1) The official map of Maine. [1 inch to 7 miles, or 1:443,520.] (2) The official map of Vermont and New Hampshire. [1 inch to 4½ miles, or 1:285,120.] (3) The official map of Southern New England, comprising Massachusetts, Connecticut, and Rhode Island. [1 inch to 4½ miles, or 1:285,120.] (4) The official map of New York. [1 inch to 7 miles, or 1:443,520.] Compiled from United States government surveys, official state surveys, and original sources. The National Survey Co., Chester, Vt., 1915, 1918. [Carefully compiled and neatly drawn maps. No relief is shown, but the locational elements are given in great detail. Four classes of roads are distinguished, trolley lines are shown, and there is great refinement in the notation of the status of towns or villages, no less than thirteen symbols being used to indicate the existence of post, telegraph, and express offices, country stores, and banks.]

— New York, Canal map of the state of. [1 in. to 12½ miles, or 1:762,000.] Inset: Profile of Barge Canal. 1 in. to 15 miles. State Engineer and Surveyor, Barge Canal Office, Albany, N. Y., 1918.

South-Central States

SNIDER, L. C. (AND OTHERS). Geography of Oklahoma. *Oklahoma Geol. Survey Bull. No. 27*. 325 pp.; maps, ills. Norman, 1917.

This is a very creditable piece of work, considering the short time Oklahoma has been inhabited by civilized man, and it gives a better account of the local geography than we have at present of many much older states. The fact that most of the inhabitants of Oklahoma were born in other states, a few to several hundred miles away, and have thus had experience with different environments, has probably had a stimulating influence on geographical research in that state. The principal author was assistant director of the Oklahoma Geological Survey in 1913-14, but several of the chapters were contributed or revised by others after he left the state. This makes the treatment a little uneven.

Of the three large maps (printed in black and white on paper too thin to stand much handling) the first is an ordinary political map, the second a geological map, and the third, called a "physiographic map," is a map of the geographical regions. The half-tones are well selected to illustrate the scenery and resources; but, being printed in the text (though erroneously called plates) on rather cheap paper, they are not very brilliant.

About 11 pages are devoted to boundaries, topography, and drainage, 9 to climate,

and 15 to geology. Then follows the portion of chief interest to geographers, Chapter 3, on "physiographic provinces." These are eleven in number and correspond in a general way with geological formations. About three pages on the average are devoted to each region, about half the space being taken up with stratigraphy and the rest with topography, drainage, soil, vegetation, population, etc.

Then follow several chapters in which the geographical point of view is not very prominent, including 38 pages on mineral resources, 12 on agriculture, 9 on history, 30 on educational institutions, 30 on animals (nearly half of which is a bare list of species without localities), 32 on plants (with an annotated list of trees and shrubs, condensed from Circular 4 of the same organization, published about five years earlier but containing many cultivated species and some others whose occurrence in Oklahoma seems very improbable), and finally a brief sketch, about a page in length, of each of the 77 counties.

The eleven regions, beginning with the northeasternmost, are the Ozark, Ouachita, Arbuckle, and Wichita Mountains, the Red River Valley, or Cretaceous region (a part of the coastal plain, being the northward extension of the black prairies of Texas), the Lower Arkansas Valley, the Sandstone Hills (continuous with the flint hills of Kansas), the Prairie Plains, the Red Beds Plains, the Gypsum Hills, and the High Plains. Two of these, the Arbuckle and Wichita Mountains, are small unique regions confined to Oklahoma, and the former is noteworthy for containing a number of travertine falls, which have been described in a separate bulletin (*Bull. 29*). The regions all seem to differ as much in soil, vegetation, etc., as they do in topography.

The principal mineral resources seem to be oil and gas, coal, sandstone, clay, and gypsum, and the leading crops corn, cotton, wheat, alfalfa, broom corn, and kafir corn. The commonest tree in the state is said to be the blackjack oak (*Quercus marilandica*); and hardwoods greatly predominate over conifers, on account of the prevailingly fertile soils. The greater part of the state is treeless, however, the forests being chiefly in the eastern third.

The bulletin has no chapter specially devoted to population, and no index; but the table of contents is conveniently arranged, and the county descriptions are in alphabetical order.

ROLAND M. HARPER

— *Gulf Coast, Galveston to Rio Grande.* [1:460,000.] U. S. Coast and Geodetic Survey Chart No. 1117. Washington, D. C., March, 1919.

— *Lakes Pontchartrain and Maurepas, Louisiana.* 1:80,000. U. S. Coast and Geodetic Survey Chart No. 1269. Washington, D. C., Feb., 1919.

— [*Topographic map of the United States.*] *Camp Taylor and Vicinity, Ky.* 1:62,500. U. S. Geol. Survey, Washington, D. C., 1918. [With account of "The Country in and Around Camp Taylor," by Charles Butts, on the back of the sheet.]

WEST INDIES

BOOY, THEODOOR DE, AND J. T. FARIS. *The Virgin Islands: Our new possessions and the British islands.* 292 pp.; maps, ills., bibliogr., index. J. B. Lippincott Co., Philadelphia and London, 1918. \$3.00. 8½ x 5½.

The picturesque story of "The Virgin Islands of the United States" was briefly told by the late Mr. de Booy in the *Review* (Vol. 4, 1917, pp. 359-373). In this volume, of which Mr. de Booy was joint author, it is told in detail, and there is added a chapter on the British islands that geographically are members of the group. The chief material used in preparation of the book was gathered by Mr. de Booy during his archeological explorations for the Museum of the American Indian, Heye Foundation. To his archeological labors, of much scientific interest, reference here is made merely to complete the historical picture, for the book has been designed particularly for the tourist and the business man. With their needs in view have been added a chapter of "Hints for the Tourist" and another of statistical information. The bibliography also will be found useful.

ZABRISKIE, L. K. *The Virgin Islands of the United States of America: Historical and descriptive, commercial and industrial facts, figures, and resources.* xvii and 339 pp.; maps, index. G. P. Putnam's Sons, New York and London, 1918. \$4.00. 8½ x 6.

Discovered by the great Genoese admiral in the employ of Spain, settled by Dutch, English, and French, owned by Denmark for 250 years, peopled at present almost entirely by Africans who speak the English language, and now under the American flag, though at one time courted and probably almost won by Germany with her scheme of commercial expansion; once the entrepôt of ships from every nation, later almost for-

gotten in an unfrequented nook of the Caribbean; today once more destined to play an important rôle as guardian to the world's new gateway—this is the story of the Virgin Islands. With an area of only 139 square miles, few natural resources, and a population of but 27,000 people, these islands cost the United States more than the Louisiana Purchase and Alaska combined, and many Americans have wondered if the bargain was worth while.

The present volume does not attempt to answer that question fully. More space is given to details of the commercial situation, port regulations, currency, and means of communication than to the strategic importance of the islands or the suitability of their harbors as a naval base. The author, former vice consul of the United States at St. Thomas, writes almost entirely from a commercial viewpoint. The book will serve as a useful guide to any person who may contemplate trade or investment in these recently acquired possessions. It tells, too, of many incidents connected with the purchase and transfer of the islands from Denmark to the United States, giving, besides, a sympathetic description of the inhabitants and their ways of life. This should render it of a certain permanent historical value. The excellent illustrations help to compensate for a rather hasty composition and faulty editing.

ASPINALL, A. E. *The pocket guide to the West Indies: British Guiana, British Honduras, the Bermudas, the Spanish Main, and the Panama Canal.* New edit. 488 pp.; maps, ills., index. Rand, McNally & Co., Chicago and New York, 1914. \$1.50. 7 x 4.

BOOY, THEODOOR DE. *On the possibility of determining the first landfall of Columbus by archaeological research.* *Hispanic Amer. Hist. Rev.*, Vol. 2, 1919, No. 1, pp. 55-61. Baltimore.

CABON, ADOLPHE. *Contribution à l'étude de la géographie d'Haïti: Notes bibliographiques sur la géographie d'Haïti.* (1) *Bibliographie de la géographie de l'île au temps de la colonie espagnole, 1492-1630*, (2) *Bibliographie de la géographie de l'île d'Haïti au temps de la colonie française, 1640-1789*, (3) *Note sur la cartographie d'Haïti.* *Bull. Semestriel de l'Observ. Météorol. du Séminaire-Collège St-Martial*, 1916, July-Sept., pp. 149-174. Port-au-Prince, Haïti.

CABON, ADOLPHE. *Notes historiques sur la détermination de la position géographique d'Haïti.* *Bull. Semestriel de l'Observ. Météorol. du Séminaire-Collège St-Martial*, 1916, Jan.-June, pp. 51-67. Port-au-Prince, Haïti.

HALL, MAXWELL. *West Indies hurricanes as observed in Jamaica.* Map, diagrs., ill. *Monthly Weather Rev.*, Vol. 45, 1917, No. 12, pp. 578-588.

HARRIS, GARRARD, AND VARIOUS AMERICAN CONSULAR OFFICERS. *The West Indies as an export field.* 378 pp.; map, ills., bibliogr. *U. S. Dept. of Commerce Special Agents Ser. No. 141.* Washington, D. C., 1917. [This report contains a good general description of each island, including even such minor groups as the Cayman, the Dutch West Indies, and the British Virgin Islands. Situation, climate, soil, resources, population, means of communication, etc., are considered. A list of recent books on the West Indies and of Department of Commerce monographs covering the same field forms the appendix.]

JONES, WILLIAM F. *A geological reconnaissance in Haïti: A contribution to Antillean geology.* Diagrs., ills. *Journ. of Geol.*, Vol. 26, 1918, No. 8, pp. 728-752. [Contains a section on topography and, on the insert plate, a small but clear map showing the topographic divisions of the island of Haïti.]

ORTEGA, PABLO. *Petroleum in Cuba.* Ills. *The Cuba Rev.*, Vol. 16, 1918, No. 11, pp. 17-23. New York.

EUROPE

SCANDINAVIA, INCLUDING FINLAND

MADSEN, V. H. O., edit. *Den Danske Gradmaaling.* No. 11: *Konstantbestemmelser ved relative Pendulmaalinger.* 115 pp.; diagrs. No. 12: V. H. O. MADSEN and N. P. JOHANSEN. *Astronomisk Bestemmelse af Laengdedifferensen mellem Kjøbenhavns Observatorium og Buddinge samt af Azimuthet i Baudinge af Retningen mod Nikolaj Taarn.* 115 pp. No. 13: V. H. O. MADSEN AND N. M. PETERSEN. *De danske Kysters Middelvandstande og disses Reduktion til "stille" Polhøjdevarationens Indflydelse.* 118 pp.; diagr. No. 14: V. H. O. MADSEN AND AAGE PETERSEN. *Registeringsapparat til Tyngdemaalingspenduler.* 14 pp. No. 15: V. H. O. MADSEN AND M. J. SAND. *Nye Basismaalinger i Danmark.* 84 pp.; diagrs. Copenhagen, 1913-1916.

Under General Madsen as Director the Danish Coast and Geodetic Survey has now

brought up to date the published record of its accomplishments during the hundred years of its existence. The volumes are excellently printed and contain maps and diagrams to illustrate the different phases of the work.

In Volume 11 is found a discussion of the measurements of the intensity of gravity. The Danish Fechner apparatus had been sent to Potsdam to determine the pendulum constants necessary for a reduction of observations to a vacuum at 0° C. in 1904, and, some doubt of the validity of these reductions having arisen, a new determination with improved electrical thermostat was made in 1913. A satisfactory formula finally resulted, and graphical methods were introduced to facilitate approximate determinations.

The first part of Volume 12 contains the determination of the difference in longitude between the observatory of Copenhagen and Buddingen, with a detailed description of stations and methods. The second part discusses a determination of an azimuth at Buddingen and a critical analysis of the mean error of the results.

Volume 13 contains a rehandling of the results of sea-level determinations. The periodic annual variation was determined and the relation of barometric heights under the La Cour hypothesis.

Volume 14 contains a description of a device for registering photographically on the cylinder of a chronograph the curves obtained from the swinging of pendulums.

In Volume 15 are found two new base measurements. The triangulation of Denmark depends upon the Copenhagen base measured by Schumacher in 1838. The new determination in 1911 with a Jäderin apparatus gave a length of 51 millimeters, or 1/53,000 greater. In order to be sure that the discrepancy was not due to systematic error, the Potsdam auxiliary base was measured ten times and the Prussian value checked to 1/3,000,000. In 1913 another Danish base was measured and the result checked to 1/1,000,000, with its length computed from the work of 1838. This indicates that the old work may be accepted and that the length of the Copenhagen base has changed since 1838, the reason for which will have to be determined by subsequent research.

JAMES GORDON STEESE

FØYN, N. J. *Das Klima von Bergen. Part II: Lufttemperatur.* *Bergens Museums Aarbok 1915-16: Naturvidenskabelig Raekke No. 4*, pp. 1-88.

HOWORTH, H. H. *The recent geological history of the Baltic and Scandinavia and its importance in the Post-Tertiary history of western Europe.* *Geol. Mag.*, Decade 6, Vol. 5, 1918, No. 8, pp. 354-367; No. 9, pp. 397-409; No. 10, pp. 451-461. London.

OSTENFELD, C. H. *Randersdalens Plantevaekst.* Pp. 155-270; maps, ills. Extract from "Randers Fjords Naturhistorie," Ch. 4. Bianco Lunos, Copenhagen, 1918. [Part of a study of the plant ecology of the Randers Firth on the east coast of Denmark.]

THORODDSEN, THORVALDUR. *Árferði á Íslandi í þúsund ár.* Part I: 192 pp. Part II: pp. 193-432. Íslenska Fraedafjelagi í Kaupmannahöfn, Copenhagen, 1916, 1917. 9 x 6. ["The Seasons in Iceland for a Thousand Years." Mainly a compilation from contemporary observations on the weather for the period 865-1900, with critical comment.]

WALLÉN, AXEL. *Sambandet mellan klimat och skörd i Sverige.* Maps, diagrs., bibliogr. *Ymer*, 1918, No. 1, pp. 1-23. Stockholm. [Relation between climate and crops in Sweden.]

WALLÉN, AXEL. *Sur la corrélation entre les récoltes et les variations de la température et de l'eau tombée en Suède.* 87 pp.; maps, diagrs. *Kungl. Svenska Vetenskapsakademiens Handlingar*, Vol. 57, 1917, No. 8. Stockholm.

SPAIN, PORTUGAL

BARANDICA Y AMPUERO, MANUEL DE. *Determinación relativa de la intensidad de la fuerza de gravedad en Roldán, Cartagena y Torrejón.* 66 pp.; diagrs. *Memorias Inst. Geogr. y Estadist.*, Vol. 14, No. 1. Madrid, 1914.

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